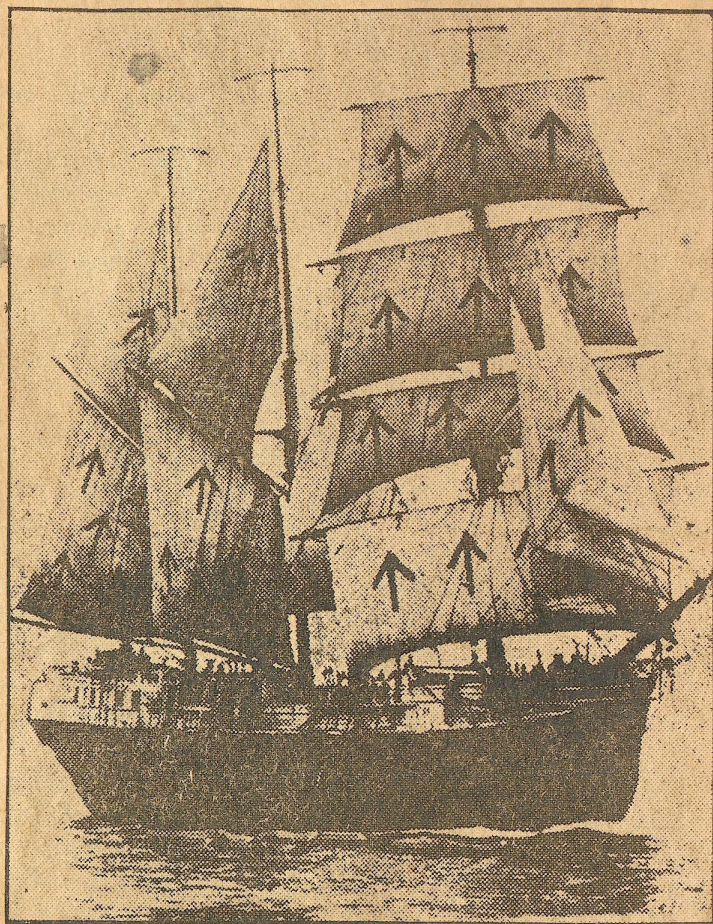


The Oldest Ship in the World

Built in India 1790



The British Convict Ship

"Success"

Open for Public Inspection

Daily from 10 a. m. to 11 p. m.

*Electrically Lighted Throughout. Can Be Inspected
Night or Day*

THE LAST OF ENGLAND'S

INFAMOUS FELON FLEET



THE OLDEST SHIP AFLOAT

**Launched at Moulmein, British India,
in 1790**

**NOW TOURING THE PRINCIPAL PORTS OF THE
WORLD AS AN EDUCATIONAL OBJECT LESSON**

VISITED BY OVER TWENTY-ONE MILLION PEOPLE

The British Convict Ship

The World's Greatest Educational Exhibit Has Been Visited by Over Twenty-One Million People

Aboard her are now shown, in their Original State, all the Airless Dungeons and Condemned Cells, the Whipping Posts, the Manacles, the Branding Irons, the Punishment Balls, the Leaden-Tipped Cat-o'-Nine Tails, the Coffin Bath and the Other Fiendish Inventions of Man's Brutality to his Fellow Man. This Wonderful Vessel has made History through Three Centuries. She marked the Beginning and the End of England's Monstrous Penal System. She has Held Lurid Horror and Dreadful Iniquities beside which even the Terrible Stories of the Black Hole of Calcutta and the Spanish Inquisition pale into Insignificance. She is the Oldest Ship in the World and the Only Convict Ship left Afloat Out of that Dreadful Fleet of Ocean Hells which Sailed the Seven Seas in 1790 A. D. She is Unchanged after all these Years, nothing being omitted but the Human Freight and their Sufferings from Cruelties and Barbarities Practiced upon them.

Open for Public Inspection
Daily, 10 a. m. to 11 p. m.

Copyright, 1924, by Convict Ship "Success"

The Story of the "Success"

BUILT in 1790 A. D., at Moulmein, in British India, the old Convict Ship "Success" is by many years the oldest ship afloat today and is now the only remaining survivor of England's fleet of felon transports. "Ocean Hells" they were called, and well did they deserve the name.

Massively built throughout of solid Burmese teak, a wood that for resistance to decay has no equal in the world, the "Success" was first launched as an armed East India merchantman with beautiful brass guns bristling from her sides and fitted handsomely for the reception aboard of princes, nabobs and the wealthy traders of the Orient, whose spices, aromatic teas, ivories, jewels and other costly luxuries she carried over the seven seas to the ends of the earth. Her tonnage is 1100, and she is 135 feet long with 30 feet beam. Her solid sides are 2 feet 6 inches thick at the bilge, and her keelson is a solid teak baulk of tremendous thickness, with sister keelsons little less massive. Her square cut stern and quarter galleries stamp her at once with the hall-mark of antiquity, and her bluff bows show that she could never have distinguished herself for a high rate of speed. Yet pains were taken to make her trim and smart, and fit to hold a leading place among her sister ships of the Anglo-Indian fleet. Remnants of great gilded scrolls upon a rich blue ground have been brought to light on scratching away the super-imposed coating. The quarter galleries, too, were originally decorated with massive and artistic carvings. Escutcheons can easily be traced at regular intervals from stem to stern and the fo'c'sle head, raised high aloft forward, bears at its extremity a symbol of innocence and beautiful womanhood in the original figure-head of exquisite design—a strangely inappropriate emblem in the days when her crime-stained convicts in clanking chains put to flight all thought of innocence and beauty.

Broken only by an occasional conflict with a pirate craft, the "Success" had an honored life on the ocean until 1802, when she was first chartered by the British Government to transport to Australia the overflow of the home jails, the unfortunate wretches who at that time were sentenced to from seven years to the term of natural life for offenses that would now be considered trivial and petty, warranting at most but a small fine. There are many recorded instances of women and children being sent into transportation for the theft of a two-penny pork pie or a square of bleached linen.

At that period there were over one hundred and forty-five offenses for which the decreed penalty was death, but the hangmen were kept so busy that for the less heinous crimes the sentence of death was commuted to one of transportation for life, or for 14 years; or, where the crime was exceptionally trivial—that is, trivial in the light of the present day—to a sentence of seven years, which was the minimum for a transported convict. It has been truly said that the penal laws of England at that time were a black disgrace to civilization.

Some of the greatest writers of the 19th Century devoted their pens to horror-compelling description of the voyages of the felon-fleet, of which the "Success" was in her day the Commodore or principal devil-ship. "The Convict Ship," described by Clark Russell in his novel of that title, is in every detail an exact picture of the "Success" as she is today, unchanged after all the years, nothing being omitted but her human freight and their suffering from the cruelties and barbarities perpetuated upon them. In "Moondyne Joe," John Boyle O'Reilly described at first hand the "Hougue-

mont," a sister ship to this ocean hell, with a faithfulness which anyone on visiting her must realize.

The human cargoes on these convict ships died off like sheep. In the brief space available here, not even an idea can be given of the ghastly horrors of one of those voyages. In the British Museum and State Departments in London actual Governmental records tell the story in full—a thrilling narrative of a terrible period, appalling in intensity of horror. Yet every line and every statement is but a dispassionate relation of actual fact. Here is an extract from an official record of the maiden trip of the "Success" as a convict ship. Dr. White, the Colonial Surgeon, reported:

"* * * of 939 males," he says, in 1802, "sent out by the last ships, 'Success,' 'Scarborough' and 'Neptune,' 251 died on board, and 50 have died since landing, the number of sick this day is 450 and many who are reckoned as not sick have barely strength to attend to themselves."

In a further portion of his report describing his first boarding of the "Success," Dr. White said that he found dead bodies still in irons—nearly all convicts made the full voyage, often lasting nine months, heavily ironed—below amongst the crowds of the living. Here are his own words:

"A greater number of them were lying, some half and others quite naked, without bed or bedding, unable to turn or help themselves. The smell was so offensive I could hardly bear it. Some of these unhappy people died after the ship came into the harbor before they could be taken on shore. Part of these had been thrown into the harbor and their dead bodies were seen cast upon the shore, lying naked upon the rocks. The misery I saw amongst them is inexpressible."

Engaged in this hideous trade, the "Success" continued to serve until 1851, in which year she was permanently stationed as a receiving prison in Hobson's Bay, Australia.

Cells, strong and gloomy, were constructed on the 'tween and lower decks, and in these were confined the unfortunates who experienced to the full the punishment consequent upon crime. A large force of warders was employed to guard the prisoners, and in order to isolate the ship a cordon of buoys were moored around the hulk at a distance of seventy-five yards. Any person entering the circle without authority or not being possessed with a countersign, rendered himself liable to the severest penalties, even to being shot on sight. The lower deck was devoted to the worst type of convicts, and only prisoners of the better class were confined in the 'tween deck cells. "Refractory" prisoners were immured throughout the long days and nights in dungeons in the dark depths of the lower deck and were never allowed ashore on any pretext. Their only exercise and opportunity of enjoying a breath of fresh air was restricted to one hour in every twenty-four, when they were marched from stem to stern upon the upper deck. The exceptionally high bulwarks prevented them seeing aught but a narrow strip of blue Australian sky directly overhead: the white-winged gulls, as they glided over the vessel, seeming to mock the prisoners in their heavy chains. From long confinement in the dark cells the eyesight of the convicts was generally ruined. The sudden transition from their black dens to the dazzling sunshine, in their hour's respite, was more bewildering than the sensation experienced by the miner on emerging into daylight after 'some hours' sojourn in the bowels of the earth.

The sight of the prisoners at exercise was saddening in the extreme, each man half stooping beneath the weight of the links with which he was encumbered. The marked desperadoes were closely watched by special warders and marched straight up and down, whilst the others made the round tour of the ship by crossing over to the opposite side on reaching the fence at either end. The course they followed can still be perceived by tracing the grooved pathway worn into the original planks of the deck.

As they paced the deck during this hour of comparative relaxation, it was no uncommon event for the prisoners to make bold dashes for freedom or death. They scarcely expected to get beyond the cordon of buoys, but they were reduced to such a state of desperation that they preferred a watery grave to the treatment received aboard this "ocean hell." When a "rusher" was overtaken in such an attempt, he was invariably punished by having a heavy ball of iron, weighing 72 pounds, attached to his belt by a chain. One of these "punishment balls" is still preserved aboard the "Success."

As an additional punishment the eyes of the "refractories" on parade were sometimes tightly bandaged, and gagging is shown to have been resorted to by the authorities, who appear to have exercised a fiendish ingenuity in the invention of means to break the convicts' spirits. The "blackgag" consisted of a wooden bit in a leather bridle, the traps bucking around the convict's head and neck and a perforation was made in the mouthpiece to enable him to breathe. The prison dress was always plainly branded with broad-arrows and distinctive numbers. The hair of each prisoner was closely clipped at frequent intervals, and they were always kept in irons. The blacksmith's forge was under the fo'c'sle head, where a convict son of Vulcan forged the fetters for his comrades in crime, and fastened their clanking anklets with red-hot rivets. Examples of these chains are aboard varying from 7 pounds to 56 pounds in weight.

White's "Convict Life in New South Wales" (which was compiled from Government records and is considered a text book on this subject in referring to the leg shackles of the convicts) says: "They were not removed when they went to the hospital, and not always when they went to their graves."

The corner cells on either side of the lower deck are the dreaded "Black Holes," in which prisoners who had been guilty of some breach of discipline or fractious conduct were punished by solitary confinement lasting from one to one hundred days, according to the gravity of the offense and, perhaps, according to the state of the gastric juices of the Inspector-General. These small and tapering torture-chambers measure only two feet eight inches across. The doors fit as tight as valves and close with a "swish," excluding all air except what can filter through the perforated iron plate which was placed over the bars above the door, in order to make the hole as dark and oppressive as possible. A stout iron ring is fastened about knee high in the shelving back of the cell and through this ring the right hand of the prisoner was passed, and then handcuffed to the left wrist. He was thus prevented from standing upright or lying down, and was obliged to stoop or lean against the shelving side of the vessel, as it rolled to and fro on the restless waters of the bay. Starved, beaten and abused as they were, the wonder is that so many of even those unfortunates were able to endure punishment as they did.

That many of them were callous and irreclaimable—more like wild beasts than men—is possible; but the treatment they were shown to have received aboard, according to the evidence given at a subsequent Government inquiry, was such as to drive any man to desperation and despair. Constant applications of the "cat," imprisonment in the "black hole" and other

punishments were the instruments relied upon for producing a reform. No wonder that the hangman's halter dangling from the yard-arm had no terror for these men! Death was a welcome release from the cruelties practiced aboard this "Ocean Hell."

In each of the larger cells, on either side of the corridor, the floor is worn into hollows and grooves, close against the doorway by the constant jangling and friction of the prisoners' leg-irons, as they stamped impatiently, waiting for the stroke of the bell that marked the time for meals or exercise—a sad and silent testimony to countless hours of miserable endurance.

In 1857 the disclosures that had been made of the brutal and inhuman treatment meted out to prisoners created a fierce outcry in Australia, amounting almost to revolt against the Government and resulted in the abandonment of the hulk system. For some years later—from 1860 to 1868—the "Success" was used as a woman's prison, then she became successively a reformatory ship and ammunition store, and later all the prison hulks were ordered to be sold on the express condition that they were to be broken up, and their associations lost to the recollection of the people of Australia. By a clerical error, however, that condition did not appear upon the terms of sale of the "Success." Hence she remains the only British convict ship afloat on the seven seas. In 1885 the old ship was scuttled and sunk in Sydney harbor. She remained under the picturesque waters of Fort Jackson for five years and was then, at enormous expense, raised to be exhibited to the present generation as an educational object lesson and a vivid reminder of an almost forgotten period of penal history. She has since then been on exhibition not only in the Australasian colonies, but has twice circumnavigated Great Britain and Ireland. Her visitors have numbered over 21,000,000 people, including the late King Edward of England, King George V, the Prince and Princess Henry of Battenberg, and other members of the English royal family, the former German Emperor, Captain Dreyfus of Devil's Island fame, Lord Charles Beresford, the late Right Hon. W. E. Gladstone, and many other notables.

In 1912 she attempted what was perhaps the greatest feat in all her remarkable career—to make the passage across the Atlantic under her own sail, unaccompanied by tug or steamer. The shipping world was aghast when the voyage was projected. Impossible, said every man that ever sailed the seas in ships, that this century and a quarter old hulk could brave the spring hurricanes of the Atlantic ocean. But a gallant crew of adventurous souls under the command of Captain D. H. Smith, hoisted sail and took her out of Glasston Dock, near the port of Liverpool, on the very day that the ill-fated "Titanic" left the port of Southampton. For 96 days she battled bravely, her staunch old hull defying the crashing gales and mountainous seas, and at length made port in Boston Harbor with a crew worn out and half starved, but bravely triumphant, to the applause of press and public, who likened the splendid feat to the epoch-making voyage of Christopher Columbus.

Upon arrival in America, the "Success" was exhibited to immense crowds in Boston, New York, Philadelphia and other Eastern ports. She was then taken through the Panama Canal to be exhibited in San Francisco during the Panama-Pacific Exposition, where the old vessel was admittedly the most popular attraction to the millions of visitors who attended the great fair.

After a tour of the Pacific Coast the ship visited the principal ports of the Mississippi, Missouri, Illinois and Ohio Rivers, later making her way along the Atlantic Coast from New Orleans to the St. Lawrence River, where she entered the Great Lakes.

Catalogue of Exhibits

1. **THE BRANDING IRON**—Convicts were branded with a red-hot iron on the palms of the hand with a broad arrow. They were chained to the triangle while the operation was performed. Everything connected with English prisons is marked in this manner, and in those bad old days they branded the men as well as inanimate objects.

2. **LEG IRONS**—Broken by Jacky Williams, a notorious "Success" convict. Williams was sentenced to wear the punishment-band or body-iron (as shown in cell 53).

3. **LEG IRONS**—Varying in weight from 7 pounds to 56 pounds.

4. **BODY IRON WITH HANDCUFFS ATTACHED**—Dangerous prisoners were rendered helpless and could not strike or maim the guards.

5. **PUNISHMENT BALL**—Used for refractory prisoners. They were compelled to trail it up and down the upper deck for one hour each day.

6. **IRON STRAIGHT JACKET**—Another of Capt. John Price's fiendish inventions.

7. **SPIKED COLLAR**—The chain was kept short to keep the convict stooping. The constant contraction of the chest meant ill-health to most, and death to many.

8. **ORIGINAL PUMPS**—Still in good working order. Were in use during the memorable 96-day voyage of the "Success" across the Atlantic.

9. **ORIGINAL MAIN MAST**—Of Burmese teak, and is as sound and staunch as the day the ship was launched. The voyage from Australia to England, and more recently the voyage from England to America, proved its splendid quality, the very roughest weather being experienced. See the indentation made by the cannon ball which was fired over the ship by a terrified coast guard at Calcutta in 1800. This is the largest and most valuable piece of Burmese teak in the world. This wood is almost extinct and its rarity contributes to making the "Success" such a unique exhibit.

10. **TEAK PANEL CARVINGS**—Forming part of the original decorations of the ship.

11. **RINGED STONE**—(The silent guard.) Australian blue granite, used during the building of Fort Williamstown Pier, on which the convicts of the "Success" were engaged. When the stockades were full and the guards were insufficient, as many as twenty or thirty convicts were chained to this stone at a time. It weighs 2,000 pounds.

12. **ARMOR AND HEADGEAR**—As worn by Ned Kelly, the notorious Australian highwayman and bushranger. The indents made by well-aimed bullets show what a dangerous fire he was subjected to. He was eventually shot in the arms, legs, and through the face piece; 217 police were on his trail. \$10,000 was the reward offered for his capture dead or alive. The capture of Kelly and his gang cost the Government \$600,000.

13. **THE FLOGGING FRAMES**—With wrists and ankles fastened to the frame, the prisoner was at the mercy of the convict flagellator. The separation of the tails, known as "tombing the cats," was insisted upon, twelve strokes with each hand alternately. Men expired under the lash, their symptoms of distress being disregarded.

14 and 15. **ORIGINAL CAT-O'-NINE TAILS**—Made of strands of rawhide (untanned leather), bound with brass wire and tipped with pellets of lead. Note the initials of the flagellator and other curious markings upon the handle.

WOMEN'S CAT-O'-NINE TAILS—Used on the convict ship "Ly-

sander." There were five of these ships in use as floating prisons, four used for men and one for women. The other four were broken up in 1857, and the "Success" is now the only convict ship afloat.

16. **COMPULSORY BATH**—Convicts who had been flogged on the triangle were placed in the bath and their backs washed with salt water. Several prisoners were drowned in this bath, and for that reason it was afterwards called by the prisoners the "coffin bath."

17. **FORE HATCHWAY**—Originally this hatchway was constructed as a primitive elevator which was raised and lowered by a wheel set in a slot above the hatch. This wheel long since rusted away, but the slot can be seen. The prisoners were raised and lowered on this elevator, it being impractical for them to climb the straight iron ladders which then existed.

18. **THE OLD, SLOW AND SURE WINDLASS**—A crowd of sailors on both larboard and starboard sides would "man the windlass," as in Nelson's days. This is the origin of the term, "Weighing the Anchor," and a chanty such as "Aye! Oh! Blow a man down!" would be sung to give zest to this very hard work. The windlass is still in perfect working order.

19. **RELICS OF THE MIDDLE AGES.**

20. **THE IRON MAIDEN (on the Poop Deck)**—An ancient method of the Third Degree. One of the very few specimens of these instruments of torture and execution now in existence. The others are only to be found in the old castles of Europe and in the private museums of wealthy collectors.

21. **OLD DOOR FROM NEWGATE PRISON, LONDON**—When the old Newgate Gaol was demolished in 1903, this cell door was secured and placed on the Convict Ship for exhibition as a historic relic. Newgate is associated with the names of Jack Shepherd and Dick Turpin. It was in this prison that Elizabeth Fry, the noble Christian woman, braved gaol fever, and labored heroically to improve the condition of the prisoners. (See the inspection hole and food trap.) A new Sessions House is built where Newgate stood. The site had been occupied by a prison for over 1,000 years. In 1784 the place of public execution was changed from Tyburn to Newgate, and until 1868 the condemned prisoners had to pass through the kitchen on their way to the scaffold.

Descend to Cells

Middle Deck

The cells on this deck each held three convicts, except on occasions when an exceptionally large number of convicts were aboard. Then they were "accommodating" as many as six to a cell.

22. **JAMES LOVELESS**—One of the famous "Six Men of Dorset." (See next figure.)

23. **GEORGE LOVELESS**—Born 1804, at Dorchester, England. Was a farm laborer. As the wages of such were only 7/- per week, he proceeded to form a Laborers' Society to secure 1/- a week increase. The following were the committee: George Loveless, James Loveless (brother), James Hammett (brother-in-law), Thomas Stanfield, John Stanfield (his son) and James Brine. These were the famous "Six Men of Dorset." In those days farm hands lived on "barley bannocks" and turnips, with perhaps a slice of fat bacon on Sunday, other food being too dear. The answer of the farmers to the deputation was to give them notice that in the future their wages would be reduced to 6/- a week, and if any more complaints were made they would be arrested for conspiracy. A Proclamation was issued, threatening to punish any man with seven years' transportation who joined a trade

society. Loveless and his companions called a meeting to consider the situation. This was called "conspiracy." They were all arrested, convicted and sentenced to seven years' transportation across the High Seas to Her Majesty's penal settlement in Australia. They were carried out in the "Success," and after serving three years in the chain-gangs, the British Government yielded to the agitation throughout England in their favor, and they were pardoned and returned to their native country, where they lived to be highly honored and respected. These men were the first trade unionists, martyrs to their cause, and their story throws a vivid light on the changes brought about in the condition of the worker since the middle of the Nineteenth Century. It affords a striking object lesson in the history of human progress.

24. **HARRY POWER**—Born at Waterford, Ireland. Transported for poaching and injuring the squire's keeper in the determined scuffle that attended his arrest. Escaped from the chain-gang, and was soon after recaptured for bushranging and highway robbery (£500 had been offered for his arrest). Received sentence of fourteen years, served seven years in the solitary confinement cells below. In his old age he visited the "Success" in Melbourne, where it was first exhibited. He was engaged as a guide and proved a great draw. His genial manner gained him many friends. At times the once-dreaded bushranger would excite intense sympathy by the recital of pathetic incidents that occurred aboard. (As a bushranger, Power was exceedingly courteous to women.) In his old age he became melancholy and finally committed suicide by jumping off the deck of the old ship on which he had been compelled to spend many unhappy years.

25. **"CAPTAIN STARLIGHT"**—Described in Bolderwood's "Robbery Under Arms." His identity was a mystery to all during his life. He was of a good English family, his elder brother was a baronet, another a much esteemed clergyman. Transported to Australia, he escaped shortly after arrival and became captain of a band of bushrangers. Their robberies read like a romance. Into a well-grassed valley, known as the "Hollow," they drove 1,000 head of stolen cattle, besides valuable race horses. The brands were so altered that they were actually repurchased in open market by their unsuspecting owners. A thoroughbred horse, "The Marquis of Lorne," worth £2,000, was stolen and kept in the Hollow for years. £500 was offered for Starlight's capture, dead or alive. Disguised as an Indian officer, he lived at the club at Turon during the race week, and dined daily with the Chief of Police. He won the most important race with a stolen thoroughbred named "Rainbow." Upon his hurried departure, this audacious pretender left a note, coolly requesting the Chief of Police to forward Rainbow's considerable winnings to the local hospital. The faithful half-caste boy, "Warrigal," helped Starlight considerably. Starlight was shot by troopers on the Queensland border in 1866.

26. **DANIEL MORGAN**—This man was called the arch-fiend of Australia. He placed absolutely no value on human life. Before he was shot he and his gang committed 92 murders. Morgan would stick up the stage coaches, and after robbing the passengers, would tie the unfortunate people to trees and leave them to die of starvation and thirst. At Mr. Vincent's Mittagong sheep farm, N. S. W., he forced the shearers to strap their employer to the fence, then gave him "just five minutes to live." The screams of the terrified wife caused Morgan to relent, so he made a bonfire of the homestead, and the master, who fainted from the heat, was left a ruined and almost roasted man. In 1863, at the Round Hill Station, Morgan fired from horseback amongst men he had mustered as prisoners. A Mr. Watson's head was grazed, and a ball passed through his hand raised in

defense. Morgan, dismounting, pressed his revolver against the head of a youth named Herriot, and was about to fire, when the boy screamed for mercy, and showed his leg had been already broken by a shot. Mr. McLean asked if a doctor might be brought. The bushranger agreed, but fearing information, overtook McLean along the road and shot him through the body. Two sergeants were shot dead, one in his tent while camped, and a second (McGinnerty) after a desperate encounter with Morgan. The cruel ruffian once shot an aged shepherd and explained that murder by saying, "I was just trying the sight of my new rifle." \$1,500 was offered for his arrest, dead or alive. A brave Colonial girl earned it by leading troopers to the Peechalba Station; he had four men waiting on him hand and foot; the ladies were forced to play the piano. Meanwhile he nodded in the best armchair with a revolver in each hand, but cautioned all that "he always slept with one eye open." In the morning the station was surrounded by police and station hands. John Quinlan shot him dead, April 9th, 1865.

27 to 38. **THE PRISON CHAPEL**—The men were mustered here on Sundays as a reward for good conduct. The door was bolted and the Chaplain stood outside and conducted divine service. In the Prison Chapel are shown the Australian Members of Parliament who formed the Select Committee appointed to inquire into the working of the convict ships. This was the death blow to the system. On October 3rd, 1857, Mr. Blair, M. P. (standing), moved "that humanity and justice demand that the hulks be abolished forever." Carried overwhelmingly. (The records and documents upon the table are valuable, being original and old.) The other figures represent Cruikshank, M. P.; Mitchell, M. P.; McCombie, M. P.; Hood, M. P.; Harvey, M. P.

39. **JOHN STANFIELD**—Youngest of the "Six Men of Dorset."

40. **JAMES HAMMETT**—One of the "Six Men of Dorset." (See Geo. Loveless, No. 23.)

41. **THOMAS STANFIELD**—Another of the "Six Men of Dorset."

42. **JAMES BRINE**—Also one of the "Six Men of Dorset."

43. **THE PRISON DISPENSARY**—Accurate representation of the Hospital. The doctor's busy day. The prisoner in the chair has just had a tooth extracted. The other convicts are awaiting examination of their injured limbs, in splints and supports.

44. **THE TIGER'S DEN**—So-called on account of the tigerish ferocity of the prisoners imprisoned here. The strongly-barred cage held those of the prisoners who were dangerous to deal with singly. Here they quarrelled and fought in the pitchy darkness till the weakest went battling to the wall. The warders silenced outbreaks by levelling the muzzle of the rifle just over their heads and firing between the bars. There would be a momentary silence, then roars of rage and defiance. As many as twenty-two men have been in this cell at one time. In the Tiger's Den is now shown a representation of the murder of Captain Price. It occurred on the 26th of March, 1857, at Williamstown quarries, near Melbourne. Thirty-two "Success" convicts took part; fifteen were sentenced to death, and seven were executed. It was the murder of Price which brought about the inquiry which resulted in the abolition of this system of floating prisons. The evidence disclosed the terrible cruelties that were practiced on the ships, and the Australian public demanded the abolition of this cruel penal system.

45. **FRANCIS BRANNIGAN**—An example of how a cruel administration of the law turned a harmless country lad into a hardened convict. He was the only one that pleaded guilty to Price's murder. He was born at Birr, Ireland, in 1814. Transported to Van Diemen's Land by the "Tortoise,"

for a trivial agrarian offense in 1842, for fourteen years, he escaped from custody when en route to Castlemaine. He was wounded by the sentry at the time, and a reward was offered by the Government for his arrest. He was secured at Bullarook Forest, Victoria, on the 14th of April, 1855, in company with five others, afterwards known as Brannigan's Gang. They were all sentenced to fifteen years on the "Success." Sentenced to death for the murder of Price. At his execution he recognized his former captor, Inspector Stony, at the foot of the scaffold, and bowing, wished him "a very good morning."

46. **RICHARD WHITE**—Born in Manchester, 1830, was a lawyer. Was transported for a trivial offense, receiving a sentence of seven years. He incurred the deepest enmity of Price and was accused of being ringleader in his murder. White was executed April 29th, 1857.

47. **WILLIAM BROWN**—Was a mere lad, being scarcely sixteen years of age. He arrived in Victoria in 1852, having received a sentence of seven years. It was not uncommon for boys and girls of tender years to be transported from England to the penal settlement for long terms for very trivial offenses. As one of Captain Price's murderers, Brown was executed on April 29th, 1857.

48. **THOMAS WILLIAMS**—Was sentenced to fourteen years for robbery and shooting with intent to kill. Executed for murder of Price, April, 1857. The executioner was an old mate of this man, and was so much affected that he had difficulty in performing his duties on the scaffold.

49. **JOHN CHESLEY**—Arrived in 1841 in the convict ship "Eliza." Was then sent to Norfolk Island, but escaped to Victoria. Attempted to escape from Pentridge in March, 1855, but was recaptured about three miles from the gaol by settlers who had joined the warders in the chase. He was slightly wounded, and was sentenced to an extra term on the "Success," in 35-pound irons. Chesley was tried for the murder of Captain Price, and conducted his own defense, but was executed on April 30th, 1857.

50. **JOHN PRICE**—Captain of the "Success" from 1851 to 1857, born in Cornwall, England. Was the son of Sir Rose Price, Bart. He married the niece of Sir John Franklin, of Arctic fame. Arrived Tasmania 1835, commenced farming. Entered Government service. Received rewards for his daring capture of bushrangers. Became Police Magistrate of Hobart, 1838. Became Commandant of Norfolk Island Penal Settlement, 1848; Inspector-General Victoria Penal Establishment, 1853. Was killed by thirty-two "Success" convicts armed with pickaxes, 26th of March, 1857. Price left a widow and six children.

51. **THE PRISON PANTRY** adjoins the Tiger's Den. It was here that the prisoner's food was prepared.

52. **FRANK GARDINER**—Bushrange. Born at Goulburn. Five years for horse stealing. Escaped from Pentridge, 1851. Convicted 1854 on two charges of highway robbery, and received five years for each. Again escaped. Then joined Gilbert, O'Malley, Hall and Dunn, a gang of ruffians that plundered banks and "stuck up" scores of people; they robbed the Lachlan gold escort in 1862 of 2,400 ounces of gold, and killed two troopers—Hosie and Middleton. Gardiner was captured in 1864. Received thirty-two years' sentence. In 1874 was pardoned on condition that he leave Australia. He came to America and fought all his battles over again as the host of a San Francisco hotel. While the "Success" was on exhibition in San Francisco, many of Gardiner's friends came aboard to see his wax figure and pronounced it very lifelike.

NOTE—The wax figures shown in the cells have been described by the world's experts as the most perfect ever made.

Descend to Lower Deck

53. **JACKY WILLIAMS**—A locksmith by trade. Burglary was his offense and fifteen years was his sentence. Served part of the term in Van Dieman's Land, then escaped and went to Victoria. He was on the "Success," serving a sentence for highway robbery at the time of the murder of Captain Price. Under cover of the excitement he broke his leg iron (exhibited on the upper deck) and escaped, but was rearrested and sentenced to wear the punishment band (as shown) twelve hours out of every twenty-four, for three months. Williams served his full time and became a free man.

54. **BURGESS (alias Hill)**—Was sent to prison at the age of eight. Became a lawyer's clerk in London. Transported for forgery. Escaped. Rearrested for robbery under arms and sentenced to ten years on the "Success." Was a clever stonecutter at the quarries. Implicated in the Melville Rush. Received dangerous shot wounds in the neck (1856). Crossed to New Zealand. With Levy and Sullivan he killed Matthieu Kempthorne and Dudley, and strangled De Pontius (a miner) with a scarf, June 12th, 1866. Murdered "old Jamie" for the sake of sixpence. Strangled a surveyor named G. Dobson, and left him sitting at the foot of a tree as if he had died from exhaustion. His gang are said to have committed over thirty murders in New Zealand. Hill was hanged August 7th, 1866. His blasphemous "trust in God for pardon" confession is exhibited in the officers' quarters on main deck.

55. **HENRY GARRETT**—Left London aboard the "Success." After serving his sentence, became a notorious bank robber. Robbed a bank at Ballarat in 1855 of £16,000 (\$80,000) in broad daylight. He escaped to London, but was followed, arrested and brought back, and sentenced to ten years on the "Success." Then went to New Zealand, where he bailed up and tied to trees twenty-three men in one day, for which he received a sentence of eight years. Again becoming free, he wore clothes of a clerical cut and a white tie, and while in this dress the police saw him break into a store and caught him. Some twenty burglaries, of which he had not been suspected, were now traced to him, and he received in all a twenty-two years' sentence. Garrett died at the age of 71, boasting on his deathbed that he had spent fifty-two Christmas days in jail.

56. **WILLIAM STEVENS**—Native of Cornwall, England, arrived in Australia a free man in 1853. One night whilst in a drunken state he approached a camp of a party proceeding to the gold diggings and demanded a case of brandy. His demand was refused and a quarrel ensued, firearms being freely used. One of the travelers was wounded. Stevens was arrested and tried at Melbourne for shooting with intent, and received a sentence of ten years on the "Success." He was implicated in the Melville mutiny and was wounded by a shot fired from the ship. When seeing escape hopeless, and a trial for the murder of the guards inevitable, he shouted: "I prefer this!" and jumped into the sea. His heavy irons dragged him down and his body was not recovered.

57. **CONDEMNED CELL**—With original ring bolt and chain. Prisoners were placed here for a few days before being taken to the upper deck for execution. They were then hanged from the yard-arm.

58. **CAPTAIN PRICE**—Ordering Gypsy Smith, the convict ship-cleaner, back to his cell at the time of the Melville mutiny. The Chaplain (Rev. Thomas Singleton) is urging Price to be a little less severe.

59. **THE WARDER (James Hyland)**—Afterwards sentenced to imprisonment aboard for stealing the rations of the convicts.

60. **RICHARD JONES**—Arrived in Australia a free man. Was a suc-

cessful gold digger and well behaved. Whilst celebrating a more than usually successful day, he was arrested on a charge of being drunk, disorderly and resisting arrest, and received a sentence of seven years. (Nowadays for such an offense, a fine of two dollars would probably be imposed.) As a prisoner he frequently attacked the warders. An attempt to cut his way out through the hull of the vessel showed the man to be demented. The instruments used were supplied by Gypsy Smith, who, then cleaning the cells conspired with prisoners. The punishment of the "black hole" for insubordination made Jones insane, and he was found dead in his cell, July 21, 1856.

61. **OWEN SUFFOLK**—The prison poet of Australia. Once a clerk in the Postoffice in London, was transported for stealing a registered letter. Afterwards received three years in Victoria for "sticking up" the mail coach between Geelong and Melbourne. Next, served seventeen years for forgery. During his intervals of freedom he wrote many poems and essays. His poem entitled "Devotion," dedicated to his broken-hearted mother, disclosed great talent. It is set to music. Another, entitled "Freedom," is a joyous song. On one occasion this remarkable man wrote an essay entitled "Days of Crime and Years of Suffering," with which he won a prize of £100 (\$500) offered by a Melbourne newspaper. His life was a constant struggle between his better and his worse natures. Suffolk died in jail.

62. **HENRY SMITH**—Born in Bristol, Eng., in 1817. Sentenced to ten years' transportation for attempted murder. He escaped from Port Arthur in 1854 and came to Victoria. After working at the diggings, he took to bushranging between Melbourne and the Black Forest. Captured at the "Lady of the Lake" Hotel, near Melbourne, and sentenced to twenty-two years. After the death of Price he was removed to Pentridge, where he assaulted Kilmartin, a warder, by striking him on the head with a pick, at the same time pushing him into a deep quarry. Kilmartin's legs were broken, and he received deep wounds upon the forehead. He became the most pitiable object to be seen about Melbourne, although previous to the assault he was a very handsome man. Smith was tried for attempted murder and was executed July 26th, 1859.

63. **THE NECKLETS**—Prisoners were fastened by the neck, and their ankles secured to the rings on the bar below. Their wrists being fastened behind their backs with figure eight handcuffs. This punishment has been described by prison experts who have visited the "Success," as the most brutal of all Captain Price's methods of torture.

64. **SOLITARY CONFINEMENT CELL**—Shows the conditions under which the prisoners lived. Note the ruts and grooves in the floor made by the prisoners' feet and irons, also the very small cells on this lower deck.

65. **BENNY COHEN**—Alias "Shylock," born in Whitechapel, London, in 1818. Arrived in Sydney aboard the "Success" in 1834, under sentence of seven years. At the expiration of his sentence he returned to England, but again came out to Australia as a free emigrant in 1849. Shortly afterwards he was convicted of horse-stealing and placed on the "Success." He had but two months of his sentence left to serve when he took part in the attack on Captain Price, whose head he crushed with a shovel. It was testified at his trial that his jumper was so bespattered with blood than he burned it in the quarry forge to destroy the evidence. "Shylock" was executed April 28th, 1857.

66. **JOHN YOUNG**—Was transported from Colford, Gloucester, England. After serving his first term of 7 years he went to the gold diggings. Was arrested at Bendigo for horse-stealing, and sentenced to twelve years on the "Success." This man was constantly in trouble, and was kept on the ship, never being allowed ashore. On the 28th of December, 1864, a miner

named Graham, of Daylesford, on his return home from his midnight shift, found his young wife, Margaret, to whom he had only been married six weeks, lying on her bed with her throat cut. The following January, Constable Brady arrested Young for this murder, and after a great deal of delay and difficulty, sentence of death was passed upon him on the 28th day of July, and he was executed at Castlemaine gaol, 21st August, 1865. On the scaffold he denied his guilt.

67. **DANIEL DONOVAN**—The saddest case aboard the ship. Transported to Van Diemen's Land from Ireland, on a charge of attempted murder. He made a bold effort to escape but was recaptured, severely flogged and transported in irons to Norfolk Island. When his sentence expired he crossed to Victoria, but the privations he had endured as a prisoner had so undermined his constitution that he only lived a short time after his release. A few months after his death a man dying in Melbourne hospital, confessed that he had committed the crime for which Donovan had spent 16 long years in prison.

68. **THOMAS MARTIN**—A butcher. Transported in the "King William" to Van Diemen's Land, for ten years. Escaped early in 1854, and proceeded to the gold fields. Sentenced, first for felony, then for petty robberies; received eight years on the "Success." Extra sentences for breaches of prison rules extended his time to fourteen years. Took part in Price's murder. When asked if he had anything to say why sentence of death should not be passed, Martin replied that he was proud of having had a hand in ridding the country of a cruel tyrant, and he further asked as a favor that he might be publicly executed, so that he could make this statement to the public.

69. **THE REFRACTORY CELL**—Captain Melville (real name Frank McCallum). Transported from Paisley, Scotland, on the "Minerva," for stealing a potato pie (valued at twopence) from a baker's cart. Absconded from the "road gang," and became the leader of a band of bushrangers. When recaptured was sentenced to a term of thirty-two years, and during that time stabbed a warder with a sharpened spoon (note spoon in hand). He headed the violent outbreak of convicts known as the "Melville Rush," in 1856. Two warders—Owen Owens and John Turner—were killed. Melville was sentenced to death, but was reprieved. Before the news was transmitted to him he committed suicide by strangling himself in his cell. Aged thirty-five.

70. **BLACK HOLES**, in which insubordinate prisoners were confined in total darkness, chained to the ring-bolts, for periods of one to 100 days. Note the depressions worn in the floor by the feet of the prisoners whilst bracing themselves against the rocking of the ship. The old records show that many unfortunate men went insane here.

71 to 75. **THE KELLY GANG**—Ned Kelly (71), Dan Kelly (72), Steve Hart (73), and Joe Byrne (74). The pretty girl (75) is Kate Kelly, the sister, who was loyal to her brothers and a great trouble to the police. The Kellys were never aboard. They are shown here as examples of modern Australian outlaws. They started out as sheep-stealers, then the crime became "shooting with intent," then murder. They shot Constable Fitzpatrick, April, 1878. Their next crime was the murder at Straingybark Creek, Wombat Ranges, Victoria, of Sergeant Kennedy, Constables Scanlan and Lonergan, October, 1878. An Outlawry Act was then passed, placing them outside the pale of the law; anyone could shoot then on sight. The Government reward was £2,000 for each man. They "stuck up" Faithful Creek Station, December 9th; robbed Bank of Victoria, Euroa, of £2,000, December 10th; locked the police in the cells of Jerilderie gaol, February 8th and wore their uniforms while they robbed the local bank of £2,500; murdered Aaron Sheritt, March, 1879. Police burned them out at Glenrowan

Hotel. Father Gibney rescued a man named Martin Cherry from the flames in a heroic manner. Ned Kelly, the leader of the gang, was at last captured, wearing the suit of iron armor which is shown on the main deck. The police shot him in the legs. Joe Byrne was shot and killed. The charred remains of Dan Kelly and Steve Hart were recovered from the ruins of the hotel. When Ned Kelly was under sentence his mother paid him a farewell visit. Her last words to him were, "Mind you, die like a Kelly, Ned." And Kelly said, when on the scaffold, "Ah! well, it's come to this at last. Such is life." Executed November 12th, 1880. The capture of the gang cost £120,000.

76. **ELIZABETH STOTT and CHILD**—Typical of the women who were transported on the "Success" and her sister ships. Mrs. Stott, 28 years old, was given a life term, after sentence of death had been reprieved, for forging three one-pound Bank of England notes, about \$15.00. The original transportation order for Mrs. Stott and 34 other female convicts is shown in the Officers' Quarters. Small children were permitted to accompany their convict mothers.

77. **FREDERICK MacDONALD**—Born in Glasgow, Scotland. Nine years for forgery. He was one of Captain Price's spies, or in gaol language, "a stool pigeon." A low scoundrel who, by carrying tales, expected to have his sentence reduced, but he was disappointed. Served his full term. Whilst aboard, he filled the odious office of convict flagellator. Became a free man in 1856, and was shot dead on the streets of Melbourne by another ex-convict, a man he had formerly flogged. A clear act of premeditated revenge.

78. **WILLIAM JONES**, otherwise "Black Bill." Native of Cardiff in Wales. For attempted arson he was sentenced to ten years. Escaped from Van Diemen's Land in a small schooner and came to Melbourne. With two others he started for Castlemaine and Forest Creek diggings. On their way they started pilfering and "sticking up," but were captured. The judge gave the two others five years, but gave Jones twenty-two years in all, the reason being that he was an escaped convict. He was implicated in the murder of Captain Price, but was acquitted. After serving this long sentence with as much solitary confinement as would have killed a dozen others, he was transferred to Pentridge, and later freed. Leaving Melbourne, he established himself in business in Lower George Street, Sydney, and kept the secret of his past history well. When this ship was on view in Sydney, his curiosity overcame his discretion, and he ventured aboard. Being of short stature, he was almost hidden on the fringe of the crowd, listening to the remarks made about his own wax figure. He afterwards made himself known to the lecturer and remarked that in his youth he was much better looking than the figure shows him to be. Jones died at Sydney, June 2nd, 1921, at age of 98. He was the last survivor of the "Success."

In Officers' Quarters on Main Deck

79. **BURGESS' BLASPHEMOUS CONFESSION**—Refer to Exhibit 54.

80. **WOMEN'S LEG IRONS.**

81. **ENGRAVINGS** of Hobart Town chain gang.

82. **OLD KEYS** from Port Arthur and other prisons in Van Diemen's Land.

83. **HANDCUFFS.**

84. **PRINTS** showing various ancient methods of torturing convicts and martyrs.

85. **CAPTAIN'S CABIN** (private).

86. **RIFLES AND BAYONETS** as used by the military guards on the "Success."

87. **PHOTOGRAPHS** of one of England's oldest gaols.

88. CHAIN GANG IRONS.
89. OFFICERS' AFTER-CASTLE.
90. RIFLE RACK.
91. OFFICERS' BATH. To take a bath in here was a feat of difficulty and daring.
92. GROUP OF ENGRAVINGS.
93. ASSIZE CALENDARS. These are the actual official documents and show the offenses and punishments meted out for them in that day. Anyone perusing them can see how severely even the smallest crime was punished.
94. FACSIMILE of warrant for the execution of King Charles I.
95. REWARD POSTER.
96. OFFICERS' QUARTERS AND SOUVENIR ROOM. In here will be found a large collection of authentic official documents relating to crime and its punishment. Many of them bear the signatures of the Kings and Queens of England and are of great value.

What the Press Thinks England

NORTHERN ECHO, February 23, 1912—"The most historic ship in the world braving the breeze today."

LLOYD'S SHIPPING GAZETTE, April 4, 1912—"The departure of this remarkable vessel will remove from this country an unique relic."

ILLUSTRATED LONDON NEWS, April 6, 1912—"As a relic of the days when a man would be transported for stealing a twopenny pie and hanged for very little more, she is of remarkable interest."

THE BYSTANDER, April 10, 1912—"An interesting relic of bygone barbarity."

STAR, April 16, 1912—"Associated with some of the most horrible episodes of penal life."

DAILY CHRONICLE, May 13, 1912—"This wooden vessel, built in 1790, with her antiquated hull, bluff bow, square stern and high quarter deck, is typical in many respects of the ancient caravel of Columbus."

PALL MALL GAZETTE, May 28, 1912—"In all the world it would be difficult to find a craft with a more interesting history than the old teak-built barquentine 'Success'."

CORK EXAMINER, May 3, 1912—"Her story is the most extraordinary one that could be told of the real life of a ship; it exceeds in weirdness the legend of Vanderdecken's 'Flying Dutchman' and vies in horrors with the wondrous phantasy of Coleridge's 'The Ancient Mariner'."

America

THE NEW YORK AMERICAN, May 5, 1912—Mr. Arthur Brisbane, the distinguished editor of the New York American, in a full-page editorial in that paper, which was reproduced in ten other leading daily papers throughout the States, devoted his brilliant pen to a picture of the Convict Ship "Success," as a vivid and striking object lesson in the progress of humanity and civilization. Describing the Convict Ship as a sad but valuable lesson to the people of America he wrote:

"When you study these scenes of cruelty and atrocious torture, when you realize that they have disappeared forever from this earth, except in isolated savage corners of the world, where men revert to animalism, and when you realize that these scenes of cruelty, brutal as they are, were as nothing compared with what preceded them, you realize that the world does advance.

"* * * It shows what government did to the poor, the ignorant, the helpless—making them infinitely worse than they were at first, even though

they were the worst of criminals. * * * But don't forget how much remains to be done. Don't forget that the long drawn-out torture of hunger, anxiety and overwork, to which millions of mothers and fathers and children are subjected is as brutal as the brutalities of a prison ship in the long run, and as disgraceful to the human race."

NEW YORK HERALD, March 30, 1912—"America has captured one of England's most historic ships, one of the most interesting vessels braving the breeze at the present day."

CHICAGO TRIBUNE, June 3, 1925—"Biggest value we ever got for our money. It's like turning back the clock."

CHRISTIAN SCIENCE MONITOR, May 30, 1912—"A history so varied as to savor of romance."

CLEVELAND PLAIN DEALER, May 19, 1912—"A terrible reminder, in these days of enlightened prison reform, of the cruel barbarities of England's over-seas penal system."

LIBERTY, August 1, 1925—"The observer who walks the decks of the 'Success' has a new confirmation of his belief that democracy is a humanitarian evolution."

BOSTON TRAVELER, June 16, 1912—"The 'Success,' today, is as the hulks they (John Boyle O'Reilly and James Jeffery Roche) pictured; the same in her barred cells, the same in her gibbet-halter, the same in all ways except that the prisoners are not inside her to clutch the gratings which close her hatchways and cry out to the square patch of sky above them."

BOSTON GLOBE, July 19, 1912—"The 'Success' has created a record in Atlantic voyaging. No other ship of anything approaching her great age could even have attempted the task; it certainly speaks wonders for the builders of the wooden walls of olden days. It is undoubtedly the most noteworthy feat of seamanship since Christopher Columbus sailed his gallant little fleet to fame in 1492."

BOSTON RECORD, August 7, 1912—"The weird old hulk with its rows of dungeons and its paraphernalia of punishment and torture is deeply impressive."

CONGREGATIONALIST, August 8, 1912—"The old ship, like the dungeons of the Doge's Palace in Venice, the Escorial of Philip II, and the corridors of London Tower, when compared with the average penal institution of today, is a real link in the Christian logic which leads to the conviction that the world is growing better."

ST. LOUIS POST-DISPATCH, August 25, 1912—"When the 'Success' was launched in 1790, the United States as an independent government was only 14 years old. It was not until 13 years later, in 1803, that St. Louis became a part of the United States, and when St. Louis was incorporated as a city in 1809, the 'Success' had already earned for herself the graphic title of 'Ocean Hell'."

BOSTON TRANSCRIPT, October 26, 1912—"Let us send this convict hulk, this eloquent rebuke to penal systems, around the world. She is a floating parable of the crimes of man against man. And when she has finished her mission search out the deepest soundings in the Pacific and there sink her and the thing she signifies in a thousand fathoms of dishonored oblivion."

LOUISVILLE COURIER-JOURNAL, August 12, 1917—"It is indeed fortunate to mankind that the 'Success' is still afloat and available to public inspection. No museum in the world contains the same relics as may be seen on the 'Success.' Around the high bulwarks are suspended all the agencies of tortures human minds could invent more than a century ago. * * * An inspection of the 'Success' is not amusing, it is not terrorizing. It does impress you; never can you forget it. It is an education in history, in the development of humanity."

What Famous People Say:

CITY OF NEW YORK
Office of the Mayor

May 2nd, 1922.

CAPTAIN D. H. SMITH,
Convict Ship "Success," The Battery, New York.
Dear Captain Smith:

I want you to know how thoroughly Mrs. Hylan and I enjoyed our visit to your remarkable old craft. The exhibit of relics of barbaric imprisonment was most extraordinary and unique and one which could not be adequately comprehended in a single visit.

No severer indictment of "these heart-aching days" could be offered than this visible evidence of the unspeakable cruelties practised in the administration of the English penal system of a century or more ago. Instead of prisoners being given an opportunity to again become self-respecting members of the community, they appear to have been treated with such fiendish torture as to have made death a welcome release.

But the world has progressed. In the light of present-day civilization such monstrous brutalities would not be countenanced for a moment. Whatever charge may be brought against our modern correctional institutions for apparent coddling of prisoners, it is none the less a fact that they are accomplishing the beneficent purpose of reclaiming fallen brothers instead of so brutalizing them in mind and body as to make a released felon a permanent enemy of organized society.

To the casual spectator the Convict Ship presents a gripping and interesting spectacle; to the explorer in things ancient it is a veritable gold-mine of curious and authentic information; and to the student of penology it is a text book wherein will be found an accurate record of now happily obsolete forms of punishment.

Mrs. Hylan and I found the visit both pleasant and profitable, and one for which we are deeply grateful to you.

Very truly yours,
(Signed) JOHN F. HYLAN, Mayor.

THE COMMONWEALTH OF MASSACHUSETTS
Executive Department

Boston, October 28, 1912.

My Dear Captain Smith: I congratulate you on the wide public interest aroused by your ship in Boston. I remember with the deepest interest the visit of inspection which I made recently. Your ship and her equipment of old instruments of punishment bring to my mind as nothing else could the social conditions which we have outgrown during the past 100 years. I am very glad that the people of Massachusetts have had this opportunity to see the strides that have already been made toward better methods of treatment, for I think your exhibition will act as an added incentive toward the further improvement of our institutional methods. I think you are doing a great public service by the exhibition of these horrible and obsolete prison methods.

EUGENE N. FOSS, Governor of Massachusetts.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION
Executive Department

November 20, 1912.

My Dear Captain Smith: After my interesting visit to your ship today, I am prompted to say: Public opinion in our day would not tolerate such inhuman treatment of unfortunates and such cruelty as was practiced in the days of the convict ship "Success." It has become the great power of the world and its voice makes thrones tremble and governments attentive. . . . I take this opportunity of thanking you for your invitation to inspect this historical vessel.

Very truly yours,
A. J. POTHIER, Governor of Rhode Island.

STATE OF LOUISIANA
Executive Department

Baton Rouge, February 12th, 1917.

CAPT. D. H. SMITH,
Convict Ship "Success."

My Dear Sir:—The purpose of this letter is to assure you that my visit to your ship was filled with interest, and that I learned more about the progress of prison reform during that hour than I had ever learned by other observations and by reading. I am glad to know that we are living in an age that recognizes the fact that it is not the main purpose of Government to cruelly punish those who have erred, but rather to reform them if possible, and make them fit eventually to discharge the obligations and privileges of true citizenship, and thus become an asset rather than a liability to the nation and to humanity. . . . I hope that the "Success" will long continue its mute but convincing advocacy of rational prison reform.

Yours very truly,
R. G. PLEASANT, Governor of Louisiana.

A FINAL WORD



THE old convict system was abominably cruel and bad, and everything in our own penal system that cries out for revision and improvement is but an inheritance from those bad old times. Here, then, is the value of this old convict ship as an educational force, as a living sign-mark of the progression and civilization of the human race. It has been through the mute accusation of the "Success" and her awful record of oppression, cruelty and death that much of whatever change we have experienced has been brought about. No one can wander over the decks of this old ship, decks worn by the tread of thousands of convicts, and grooved by the heavy punishment balls dragged by men made desperate by cruelty and injustice, without feeling this and more. No one can gaze at the thick wooden doors of the cells in the gloomy lower decks without a feeling of wonder that men and women could exist year after year in these damp, cold holes without light, with insufficient air, and without hope. The survival of the "Success" through her 137 years of life brings to us vividly that knowledge of the past. The only remaining link between the old and the new, the convict ship now serves a purpose of good where it long signified oppression. In reminding man of what he once countenanced and once suffered in the name of law and justice, it now serves the noble purpose of arousing a public conscience to the realization that even in this twentieth century the forms of justice and the conduct of prisons may be improved. It brought home this lesson to other countries, and it is now pointing out the lesson in these great United States, whose correctional institutions lead the world.

The "Success" is now American owned by Captain D. H. Smith, and is exhibited solely as an educational object lesson in Prison Reform. The old ship has been accorded wonderful publicity by the world's press, and has received the patronage and approval of the world's greatest writers and the clergy of all denominations, who realize that in her lies a great and striking object lesson of the softening and civilizing influences that are now animating human progress.